4. School fees should be made payable in eleven instead of eight instalments.

5. The minimum pay of vernacular school teachers should be fixed at Rs. 20 per mensem.

6. Qualified women should be appointed in all departments.

7. The Dewan should make a personal enquiry about the recent incidents in the Arts College.

8. Better encouragement should be accorded to the development of malayalam short-hand and typewriting.

DEWAN'S REPLY: Mr. Sankara Pillai Madhavan Pillai, as you did not, in your notice of subjects, give any sort of indication as to the lines on which you were going to make your representation it was not possible for the Government to prepare material beforehand for replies to your representation today. All that I can do is to assure you that the suggestions you have made will be brought on record and will receive adequate consideration.

The Assembly adjourned for lunch at 1·53 P. M. and re-assembled at 3. P. M.

59. Defects of the Namputiri Bill.

MR. CHENNAN DAMODARAN NAMPUTIRI (*Member, Jenmies, Kottayam Division*) urged for the rejection of the Namputiri Bill and said that the Bill had not the approval of the vast majority of the community. It was of no avail to say that the author of the Bill had the mandate of the Namputiri Yogakshema Sabha. That association had long ago ceased to reflect the opinion of the elite of the community. Most of the prominent members of the community in and outside Travancore, among whom was the Azhuvanchery Tamprakal himself, had repudiated the Bill. For these reasons the member requested that the Bill should be rejected by Government.

DEWAN'S REPLY: The representation will be considered.

60. Development of agriculture.

MR. K. N. PADMANABHA PILLAI (*Member, Kalkulam taluk, Group I*) speaking on the development of agriculture first urged the reduction of the water cess levied on the ryots in Nanjinad. The original investment on the Kodayar Project was estimated at Rs. 80 lakhs. Out of this certain deductions had to be made to estimate the amount of money which must be considered as being invested in the project. The amounts to be deducted were :

(*a*) Rs. 3 lakhs representing the investment on the R. B. Channel ;
(*b*) Rs. 3 lakhs representing the investment on works since abandoned;
(*c*) Rs. 10 lakhs realised from the sale of tank beds ;
(*d*) Rs. 25½ lakhs for 17 years from 1084 to 1102 at Rs. 1½ lakhs per annum on account of *Karivu* remissions ;
(*e*) Rs. 9 lakhs at ½ a lakh per annum spent by the Irrigation and the P. W. Departments on repair of tanks, flood relief, etc.
(*f*) Rs. 1 lakh realised by sale of poramboke lands.

The total amount already realised from the original investment was thus very nearly Rs. 52 lakhs. When this amount was reduced from Rs. 80 lakhs, the capital remaining was only Rs. 28 lakhs. The water-cess which Government were levying was to be regarded as part-payment towards this balance of Rs. 28 lakhs. But Government were investing even bigger amounts in other public works. There was therefore no justification in levying water-cess from the ryots of Nanjinad.

In regard to the rates of land-tax prevalent in Nanjinad, the member stated that they were far higher than the rates prevailing in the neighbouring districts of British India and in other parts of Travancore. The rate of land-tax on the paddy

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fields of Nanjinad varied from Rs. 22 to Rs. 24 per acre. On the other hand the tax on other lands was as follows :

Tapioca	...	...	Re. 1 per acre.
Rubber	...	...	Rs. 2 Do.
Pepper	...	...	Rs. 2 Do.
Tea	....	...	Re. 1 Do.

The cost of cultivation of paddy was also much higher than that of other products like tapioca, rubber etc. Regard being had to all these circumstances, the rates of land-tax should be reduced.

DEWAN'S REPLY : Mr. Padmanabha Pillai, you lost sight of one fact and that is, that in July 1921, Government ordered that dry and garden lands be converted into wet lands and cultivations after 1096 were to be exempt from water cess for the first two years, Rs. 4 only for the third year and full cess of Rs. 7 became payable only after the fourth year. I think this is a substantial concession made in your favour.

As regards actual rates prevalent, the question will come up at the next general settlement. Travancore has fixed assessments under the settlement system for 30 years. So when the next general re-settlement comes, all these matters will be taken into consideration.

61. Difficulties of communication in the Parur taluk.

MR. K. KURIAN JOHN (*Member, Parur taluk*) began with thanking the Government for repairing the Parur-Alwaye road. But the fullest advantage could not be derived from this road unless a bridge was constructed at Alwaye. The ferry boats in the river at Alwaye were not sufficient to meet the demands of traffic and moreover the ferrymen had often to be tipped before they would help the passengers.

Secondly, the road from the Vilakkukal station at Chakkarakadavu to the Parur town should be made cartable.

Thirdly, the level of the road running northwards from the Parur taluk cutcherry junction should be raised; two culverts should be constructed on the road; and a bridge should be constructed on the road to Chennamangalam.

Fourthly, the Pashni canal running southwards through the Parur town should be deepened and the banks on either side of the canal should be strengthened so as to prevent the soil on either side falling down and silting the canal.

Fifthly, the Alengad-Kunanmavu road should be metalled and a bridge constructed at the Nirikottu ferry.

Sixthly, the Kottapuram-Panayikulam road should be improved and metalled.

DEWAN'S REPLY : Mr. Kurian, we dealt with the subject of roads in Parur earlier in the day and you will be able to ascertain the position from my replies to the member who came here representing the municipality of Parur.

To make things clearer let me tell you that the new works that have recently been taken up are the Parur-Edapalli road for which the Government have recently sanctioned an estimate of Rs. 18,250 and the work is now progressing.

Then you have the Parur-Chathanad road, a sandy path which has been recently gravelled and made fit for traffic.

Then we have the Chakarakadavu track which has also been made fit for cart traffic.

As regards the Vadakkekara bridge it will be constructed at a cost of Rs. 40,750.

Then we come to the road from the Puthenvelikara police station to the Cochin frontier. This new cart road is approaching completion.

Then, the road from Arikal todu to Puthenchira, has also been made fit for cart traffic; it costs Rs. three thousand and odd.

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